

**Amendments to the Claims:**

Please cancel claims 1-24, 27-36 and 47 without prejudice or disclaimer of the subject matter recited therein. Also, please amend claims 25, 26 and 39 as provided below. The listing of claims provided below replaces all prior versions and listings of claims in the present application:

**Claims 1-24 (Cancelled)**

25. **(Currently Amended)** A control system for a marine vessel having first, second, and third marine engines, the control system comprising:

a first control lever having an associated operating range;

a second control lever having an associated operating range;

a first engine control unit (ECU) electrically coupled to the first control lever and the first engine;

a second ECU electrically coupled to the second control lever and the second engine;

and

a third ECU communicatively coupled to the first and second ECUs and electrically coupled to the third engine;

wherein each of the engines adjusts a respective throttle in response to a movement of at least one of the control levers within its associated operating range, wherein the first ECU controls the throttle of the first engine based on a position of the first control lever within its operating range, the second ECU controls the throttle of the second engine based on a position of the second control lever within its operating range, and the third ECU controls the throttle of the third engine based on at least one of the position of the first control lever and the position of the second control lever ~~The control system of claim 19~~, wherein at least one of the engines is an electronic engine, and wherein the ECU that is coupled to the electronic engine controls the throttle of the electronic engine by providing at least one of an analog voltage signal and a digital data packet to the electronic engine.

26. **(Currently Amended)** A control system for a marine vessel having first, second, and third marine engines, the control system comprising:

a first control lever having an associated operating range;

a second control lever having an associated operating range;

a first engine control unit (ECU) electrically coupled to the first control lever and the first transmission;

a second ECU electrically coupled to the second control lever and the second transmission;

and

a third ECU communicatively coupled to the first and second ECUs and electrically coupled to the third transmission,

wherein each of the engines adjusts a respective throttle in response to a movement of at least one of the control levers within its associated operating range, wherein the marine vessel has first, second, and third transmissions, and wherein each of the transmissions adjusts a respective shift position in response to a movement of at least one of the control levers within its associated operating range, wherein the first ECU controls the shift position of the first transmission based on a position of the first control lever within its operating range, the second ECU controls the shift position of the second transmission based on a position of the second control lever within its operating range, and the third ECU controls the shift position of the third transmission based on at least one of the position of the first control lever and the position of the second control lever ~~The control system of claim 20,~~ wherein at least one of the transmissions is an electronic transmission, and wherein the ECU that is coupled to the electronic transmission controls the shift position of the electronic transmission by providing at least one of an analog voltage signal and a digital data packet to the electronic transmission.

Claims 27-36 **(Cancelled)**

37. **(Original)** A method for controlling a marine vessel, the method comprising:

determining a first gear position associated with a first transmission;

determining a second gear position associated with a second transmission; and

controlling a third transmission based on the first and second gear positions.

38. **(Original)** The method of claim 37, wherein controlling the third transmission comprises causing the third transmission to be set to a neutral position if the first gear position is different from the second gear position.

39. **(Currently Amended)** The method of claim 38, further comprising causing an engine associated with the third transmission to ~~be~~ be set to an idle throttle.

40. **(Original)** The method of claim 37, wherein controlling the third transmission comprises disengaging the third transmission if the first transmission is in a forward position and the second transmission is in a reverse position.

41. **(Original)** The method of claim 37, wherein controlling the third transmission comprises causing the third transmission to be set to a gear position that is the same as the first gear position.

42. **(Original)** The method of claim 37, further comprising:  
determining a throttle position of an engine associated with the first transmission; and  
causing an engine associated with the third transmission to be set to a throttle position that is the same as the throttle position of the engine associated with the first transmission.

43. **(Original)** The method of claim 37, wherein controlling the third transmission comprises causing the third transmission to be set to a reverse position and setting a throttle of an engine associated with the third transmission to a throttle that is the same as a throttle to which an engine associated with the second transmission is set, if the first transmission is in a forward position and the second transmission is in a reverse position.

44. **(Original)** The method of claim 37, further comprising:  
causing the third transmission to be set to a gear position that is the same as the first gear position and setting the throttle of the engine associated with the third transmission to a throttle that is the same as a throttle to which an engine associated with the first transmission is set, unless the first transmission is in a forward position and the second transmission is in a reverse position.

45. **(Original)** The method of claim 37, wherein controlling the third transmission comprises disengaging the third transmission if either the first or second gear position is a neutral position.

46. **(Original)** The method of claim 37, further comprising:  
receiving a docking mode indicator that identifies a manner for controlling the third transmission based on the first and second gear positions.

Claim 47 **(Cancelled)**